Calendar No. 345

101ST CONGRESS *1st Session*	SENATE	REPORT 101-185

CERTIFICATE OF DOCUMENTATION FOR THE VESSEL "CRILI"

Mr. HOLLINGS, from the Committee on Commerce, Science, and Transportation, submitted the following

R E P O R T

OF THE

SENATE COMMITTEE ON COMMERCE, SCIENCE, AND TRANSPORTATION

ON

S. 1616

NOVEMBER 2 (legislative day, SEPTEMBER 18), 1989.—Ordered to be printed

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NOVEMBER 2 (legislative day, SEPTEMBER 18), 1989.—Ordered to be printed

Mr. HOLLINGS, from the Committee on Commerce, Science, and Transportation, submitted the following

REPORT

[To accompany S. 1616]

The Committee on Commerce, Science, and Transportation, to which was referred the bill (S. 1616) to permit issuance of a certificate of documentation for employment in the coastwise trade of the United States for the vessel *Crili,* having considered the same, reports favorably thereon without amendment and recommends that the bill do pass.

PURPOSE OF THE LEGISLATION

S. 1616, as reported, grants coastwise trading privileges to the vessel *Crili.*

BACKGROUND AND NEEDS

Subject to certain limited exceptions, the provisions of law known as the Jones Act (section 27 of the Merchant Marine Act, 1920) and sections 12106-12108 of title 46, U.S. Code, provide that only those vessels built in the United States, continuously documented under the laws of the United States, and continuously owned by U.S. citizens may transport merchandise or passengers in the coastwise trade, or engage in the domestic fisheries of the United States.

Where the facts applicable to a particular vessel suggest that the U.S.-built, U.S.-documented, or U.S.-owned requirements have not been satisfied, the Coast Guard may not issue a document permitting coastwise trading or fisheries privileges for that vessel unless the requirements of the law are statutorily waived.

The 40-passenger vessel *Crili,* U.S. official number 656976, was built in Dania, FL, in 1977. The *Crili* was operated under British ownership in the Cayman Islands until 1982, at which time it was purchased by a Delaware corporation. The Delaware corporation operated the vessel as a pleasure craft out of Palm Beach, FL, until it was recently purchased by the present owners, Southern Ohio Executive Yacht Charters of Cincinnati. Without the waiver the *Crili* cannot be used for charter operations.

Legislative History

S. 1616 was introduced in the Senate on September 13, 1989, by Senator Glenn. In open executive session on October 5, 1989, the Committee considered S. 1616, and ordered the legislation reported favorably without objection and without amendment.

Estimated Costs

In accordance with paragraph 11(a) of rule XXVI of the Standing Rules of the Senate and section 403 of the Congressional Budget Act of 1974, the Committee provides the following cost estimate, prepared by the Congressional Budget Office:

U.S. Congress,
Congressional Budget Office,
Washington, DC, October 23, 1989.

Hon. Ernest F. Hollings,
Chairman, Committee on Commerce, Science, and Transportation, U.S. Senate, Washington, DC.

Dear Mr. Chairman: The Congressional Budget Office has reviewed S. 1616, a bill to permit issuance of a certificate of documentation for employment in the coastwise trade of the United States for the vessel *Crili,* as ordered reported by the Senate Committee on Commerce, Science and Transportation on October 5, 1989. Enactment of S. 1616 would result in no cost to the federal government or to state or local governments.

If you wish further details on this estimate, we will be pleased to provide them. The CBO staff contact is Deborah Reis.

Sincerely,

Robert D. Reischauer,
Director.

Regulatory Impact Statement

In accordance with paragraph 11(b) of rule XXVI of the Standing Rules of the Senate, the Committee provides the following evaluation of the regulatory impact of the legislation, as reported.

Because S. 1616 does not create any new programs, the legislation will have no additional regulatory impact, and will result in no additional reporting requirements. The legislation will have no further effect on the number or types of individuals and businesses regulated, the economic impact of such regulation, the personal privacy of affected individuals, or the paperwork required from such individuals and businesses.

Section-by-Section Analysis

S. 1616 consists of one section. It provides that, notwithstanding sections 12105 and 12106 of title 46, U.S. Code, and sections 27 and 27A of the Merchant Marine Act, 1920 (46 App. U.S.C. 883), as applicable on the date of enactment of the bill the vessel *Crili,* U.S. official number 656976, is eligible to engage in the coastwise trade of the United States, and the Secretary of the department in which the Coast Guard is operating may issue a certificate of documentation for such vessel.

Changes in Existing Law

In compliance with paragraph 12 of rule XXVI of the Standing Rules of the Senate, the Committee states that the bill as reported would make no change to existing law.

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